



Federal Aviation
Administration

The Joy of flight



SUN 'N FUN

APRIL 4-10, 2006

Lakeland Florida

Notice To Airmen

Effective April 2 – 10, 2006

Please submit any comments, suggestions, or changes to:

MICHAEL YUSKA

Federal Aviation Administration
Air Traffic Control Tower
5515 W. Spruce St., Suite 100
Tampa, FL 33607-1408

Table of Contents

✈ Airport Manager's Special Notice	5
✈ Runway Closure	5
✈ Airport Closure	6
✈ Airshow Operations	6
✈ Lakeland Area Frequencies	7
✈ VFR Arrival Procedures (Lake Parker Arrival Procedures)	8
• VFR holding at Lake Parker and Lake Hancock	9
• Traffic Pattern	15
• Landing 9L/9R	18
• Displaced Threshold	19
• Landing 27L/27R	20
• After Touchdown	21
• Abbreviations for Parking Signs	22
✈ VFR Departures	23
✈ NORDO Aircraft Arrival Procedures	24
✈ Helicopter and Ultralight Arrivals and Departures	25
✈ Warbird South Arrivals	26
✈ IFR Procedures	28
✈ Approach Control/ARTCC Frequencies for Central Florida	30
✈ Flight Service Station Frequencies	31
✈ Lakeland Temporary Flight Service Station	32
• Inbound VFR Flight Plans	32
✈ Requests to Deviate From Mode C Transponder	33
✈ Plant City Municipal Airport – Temporary Tower	36

2006 Sun 'n Fun Fly-In

In anticipation of the large number of aircraft operating to and from Lakeland Linder Regional Airport (LAL) during the Sun 'n Fun Fly-In, the following procedures will be used to enhance safety and minimize air traffic delays.

LAKELAND LINDER REGIONAL AIRPORT AIRPORT MANAGER'S SPECIAL NOTICE

- ✈ The control tower will be open and the Class D airspace will be in effect from 0630 to 2130 local.
- ✈ Special procedures will be in effect ONLY from 0700 to 2000 local from April 2 through April 10, 2006.
- ✈ DO NOT operate in the Class D airspace SOUTH of the airport. This area is reserved for use by aircraft using other authorization and procedures.
- ✈ Student training flights are highly discouraged during this event. This includes student solo cross country flights, touch-and-go landings, low approaches, and practice instrument approaches.
- ✈ Limited grass-field operations can be accommodated. For "Special Grass-Field Authorization and Procedures," contact: Pam Elliott, P. O. Box 7670, Lakeland, Florida 33807, telephone (863) 644-2431.
- ✈ Tie downs required.
- ✈ South side of airport closed from 1930 until 0630 local April 2 - April 10, 2006.

RUNWAY CLOSURE

- ✈ Runway 5/23 will be closed from March 31 through April 12, 2006. Several taxiways are closed, as indicated by orange cones.
- ✈ The ILS and NDB/GPS Runway 5 will be shut down March 31 through April 12, 2006.
- ✈ VOR Runway 9 Approach NOT AVAILABLE from March 31 through April 12, 2006.

AIRPORT CLOSURE BEGINNING APRIL 4, 2006 AIRPORT WILL CLOSE DAILY AT 1345 LOCAL

- ✈ Lakeland Linder Regional Airport will be closed daily, April 4 through April 10, 2006 during the Aerobatic Demonstrations (schedule below). Arrivals and departures are not permitted during periods of aerobatic demonstrations. *
- ✈ Due to the large number of departures after the airport reopens each day, arrival traffic is not routinely accepted until 1800 local.

NOTE-

* The only exception is when prior permission has been granted by the Airport Manager, Sun 'n Fun, and ATC.

AIRSHOW OPERATIONS AEROBATIC DEMONSTRATIONS

The Airshow Operations Area is from the surface to 10,000 feet MSL, within a five (5) statute mile radius of Lakeland Linder Regional Airport.

AIR SHOW HOURS (local)	AIR SHOW DURATION (HOURS)	AIR SHOW DATE
1345 - 1730	3.5	April 4, 2006
1345 - 1730	3.5	April 5, 2006
1345 - 1730	3.5	April 6, 2006
1345 - 1730	3.5	April 7, 2006
2000 - 2200	2.0	April 7, 2006
1345 - 1730	3.5	April 8, 2006
1345 - 1730	3.5	April 9, 2006
1145 - 1400	2.0	April 10, 2006

LAKELAND AREA FREQUENCIES

USE	FREQUENCY
Lakeland Arrival ATIS	118.65
Lakeland Departure ATIS	118.025
Lake Parker Arrival	124.5
Lakeland Ground Control	121.4
Lakeland IFR Ground Control	127.1
Sun 'n Fun Ground Advisory	126.075
Lakeland VOR	116.0
Warbird Parking Advisory	125.025
Lakeland UHF	254.35
Lakeland Tower North	132.05
Lakeland Tower South	119.25
Lakeland FSS	122.05
Plant City Tower	127.6
April 3 - 8, 0800 - 1600 Local	
Plant City UNICOM and CTAF (Other times)	123.0

HELPFUL HINTS

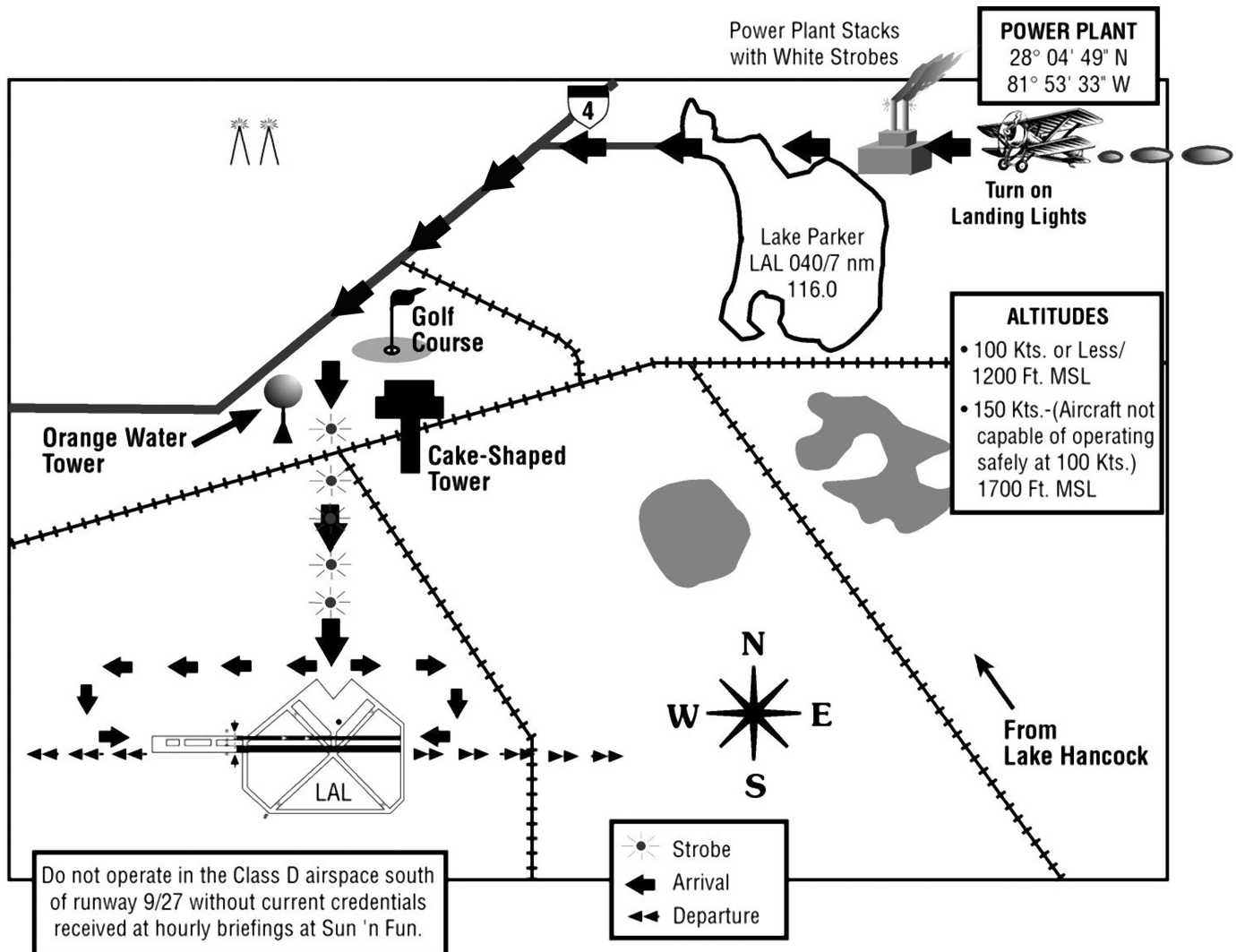
- ✈ **DO NOT** make unnecessary radio transmissions where procedures clearly state "monitor the frequency only".
- ✈ Rock your wings with "gusto" for airborne acknowledgements.
- ✈ Be observant for red-shirted air traffic controllers giving hand signals for takeoff clearances and exiting runways.
- ✈ After landing, do not stop on runways; expeditious clearing of the runway is essential.
- ✈ Do not stand on, near, or walk across runways.

PARACHUTE ACTIVITY

- ✈ Parachute activity in the vicinity of Zephyrhills Airport (ZPH). Be alert for skydivers descending from 13,500 ft. over ZPH sunrise to sunset. ZPH is located 16.4 nautical miles NW of Lakeland on Lakeland's 332 radial.
- ✈ Be alert for skydiving activity at South Lakeland Airport (X49).

VFR ARRIVAL PROCEDURES LAKELAND LINDER REGIONAL AIRPORT

ALL AIRCRAFT ARE EXPECTED TO USE THE
SUN'N FUN - LAKE PARKER ARRIVAL PROCEDURES



NOTE-

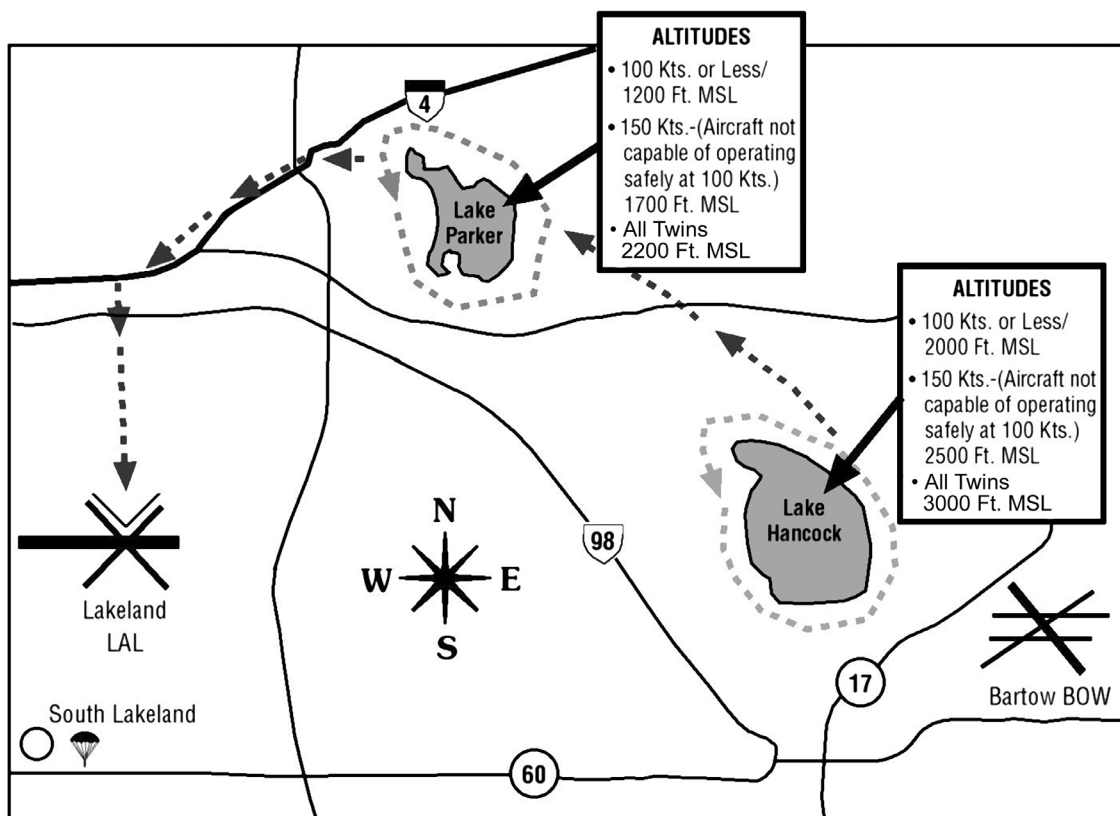
Tampa and Orlando Class B airspace is in effect. Remain clear of Class B airspace unless authorized by ATC. See Veil Rule exemption Tampa and Orlando, (pages 33-34).

VFR HOLDING AT LAKE PARKER AND LAKE HANCOCK

When volume exceeds the airport's acceptance rate, VFR holding will be required at Lake Hancock or Lake Parker.

FOR LAKE PARKER:

- ✈ A lead aircraft will be instructed to turn left and proceed southbound over the west shore of Lake Parker, continuing counter clockwise around the lake.
- ✈ All other aircraft will be instructed to follow the leader in single file.
- ✈ Controllers located on the west side of Lake Parker will monitor traffic in the Lake Parker holding pattern.
- ✈ DO NOT PROCEED past Lake Parker without a clearance to do so.



Aircraft Altitudes

Lake Parker	
SPEED	ALTITUDE
100 Knots	1.200
150 Knots	1.700
all twins any speed	2,200

Lake Hancock	
SPEED	ALTITUDE
100 Knots	2,000
150 Knots	2,500
all twins any speed	3,000

IMPORTANT: Be alert for SEAPLANE ACTIVITIES operating in and out of Lake Parker.

LAKE PARKER ARRIVAL PROCEDURES

When you are twenty (20) miles from Lakeland, listen to the ATIS, 118.65 MHz, for landing and special information.



IMPORTANT: Turn landing lights on within 30 miles of Lakeland

LAKE PARKER ARRIVAL PROCEDURES

As you approach Lake Parker (Lakeland VORTAC 040/7),

- ✈ Turn your TRANSPONDER "OFF,"
- ✈ MONITOR Lake Parker Arrival on 124.5,
- ✈ Fly westerly over the power plant smokestack with white strobe lights located at the north end of Lake Parker. Expect heavy air traffic, some without radios, in this area.
- ✈ All aircraft should maintain 100 knots, at 1,200 feet MSL, approaching Lake Parker. Aircraft unable to safely slow to this speed should maintain 150 knots at 1,700 feet.
- ✈ Controllers located on the ground at Lake Parker will contact you, using your aircraft "color" and "type" to provide sequencing and other arrival and traffic pattern information.
- ✈ They will contact you in the vicinity of the north power plant and may ask you to "ROCK YOUR WINGS" as an acknowledgement for instructions.



LAKE PARKER ARRIVAL PROCEDURES

From the power plant, stay single file with safe spacing on the aircraft ahead. Depart the power plant flying westbound. Turn southwestbound to follow Interstate 4.



LAKE PARKER ARRIVAL PROCEDURES

Follow Interstate 4 for approximately 3 miles. You will see a golf course to your left. You will be approximately 3.5 miles north of Lakeland Airport. Immediately after passing the golf course turn left due southbound and fly direct to the Lakeland Airport. Keep the Orange water tower well off your right and Cake water tower well off your left.



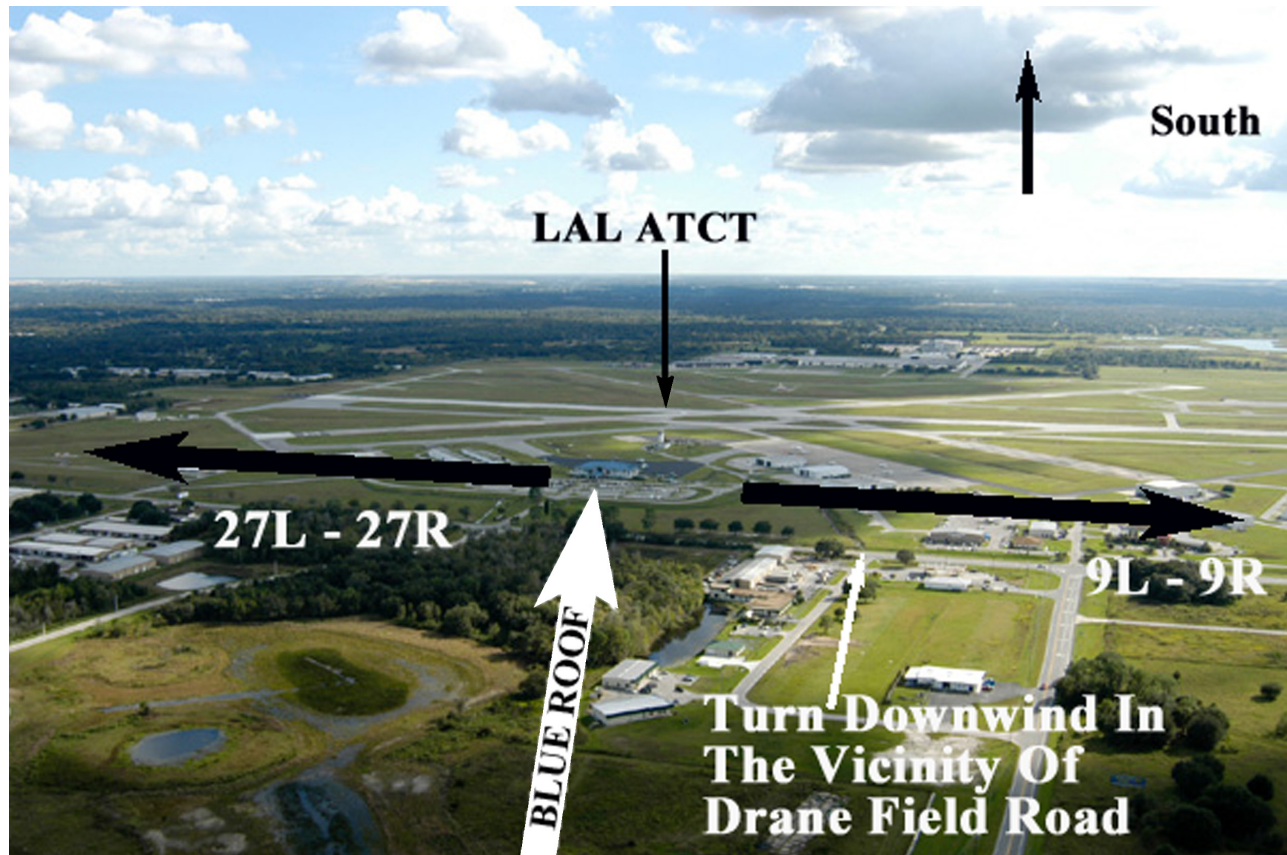
IMPORTANT: REMAIN IN TRAIL TO THE AIRPORT. NO SIDE-BY-SIDE!

LAKE PARKER ARRIVAL PROCEDURES



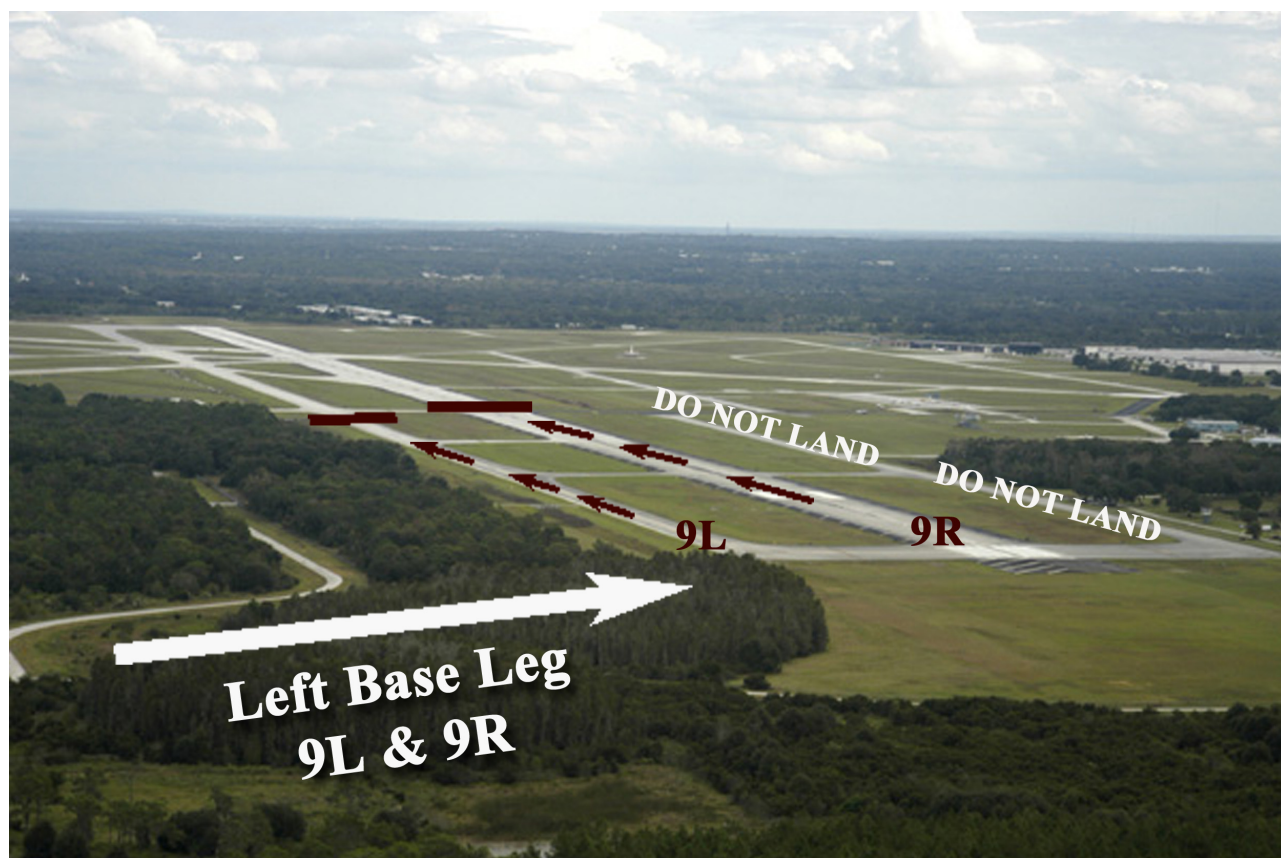
TRAFFIC PATTERN Downwind

- ✈ Look for strobes and fly directly towards the blue-roofed terminal building. Plan on turning downwind prior to the blue-roofed terminal building over the perimeter road.
- ✈ You will either be flying left traffic for Runway 9L or right traffic for Runway 27R.



TRAFFIC PATTERN

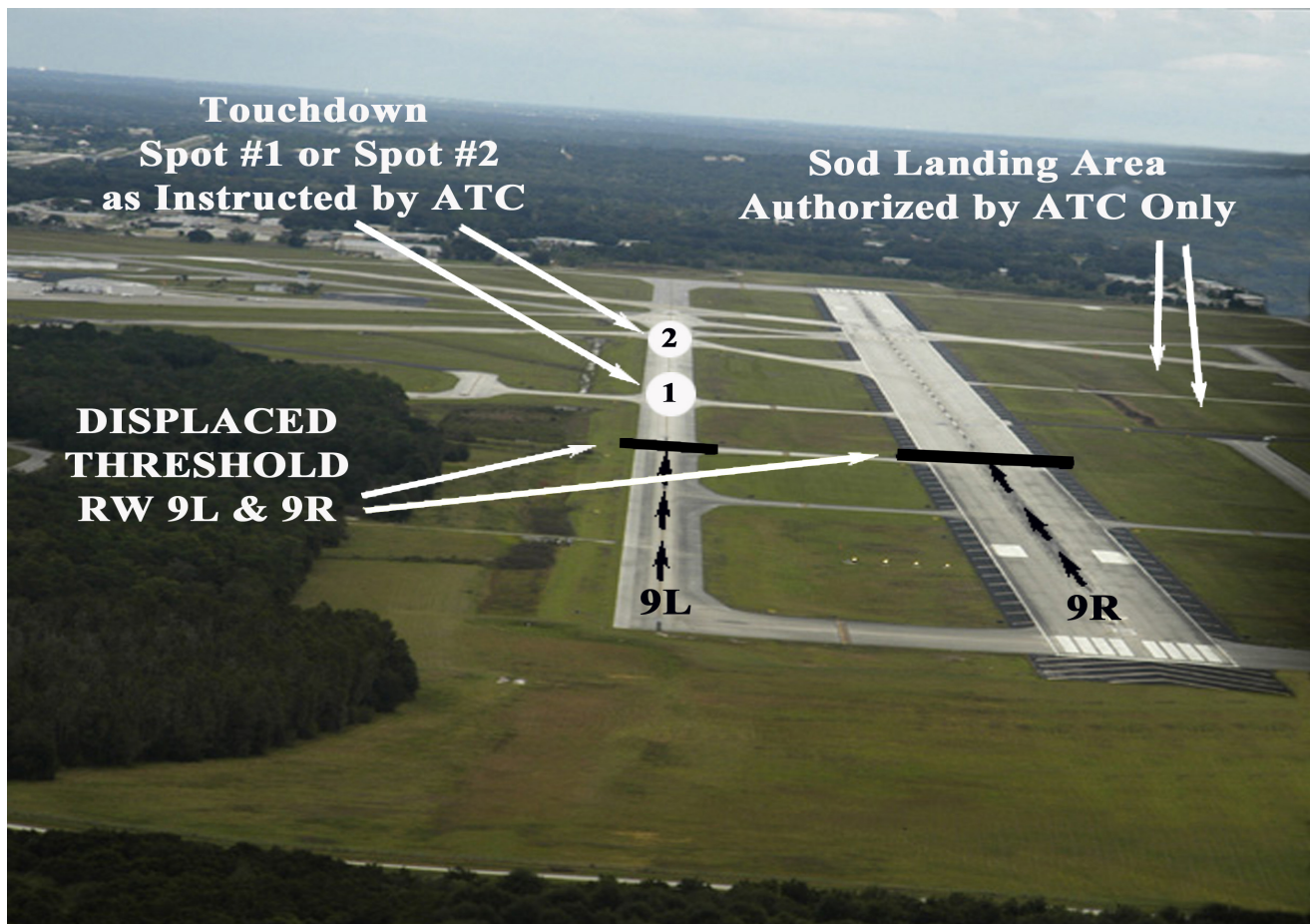
Base Leg Runways 9L or 9R



TRAFFIC PATTERN

Runways 9L or 9R

If landing runway 9L, you may be instructed by the tower controller to land on spot one or spot two.



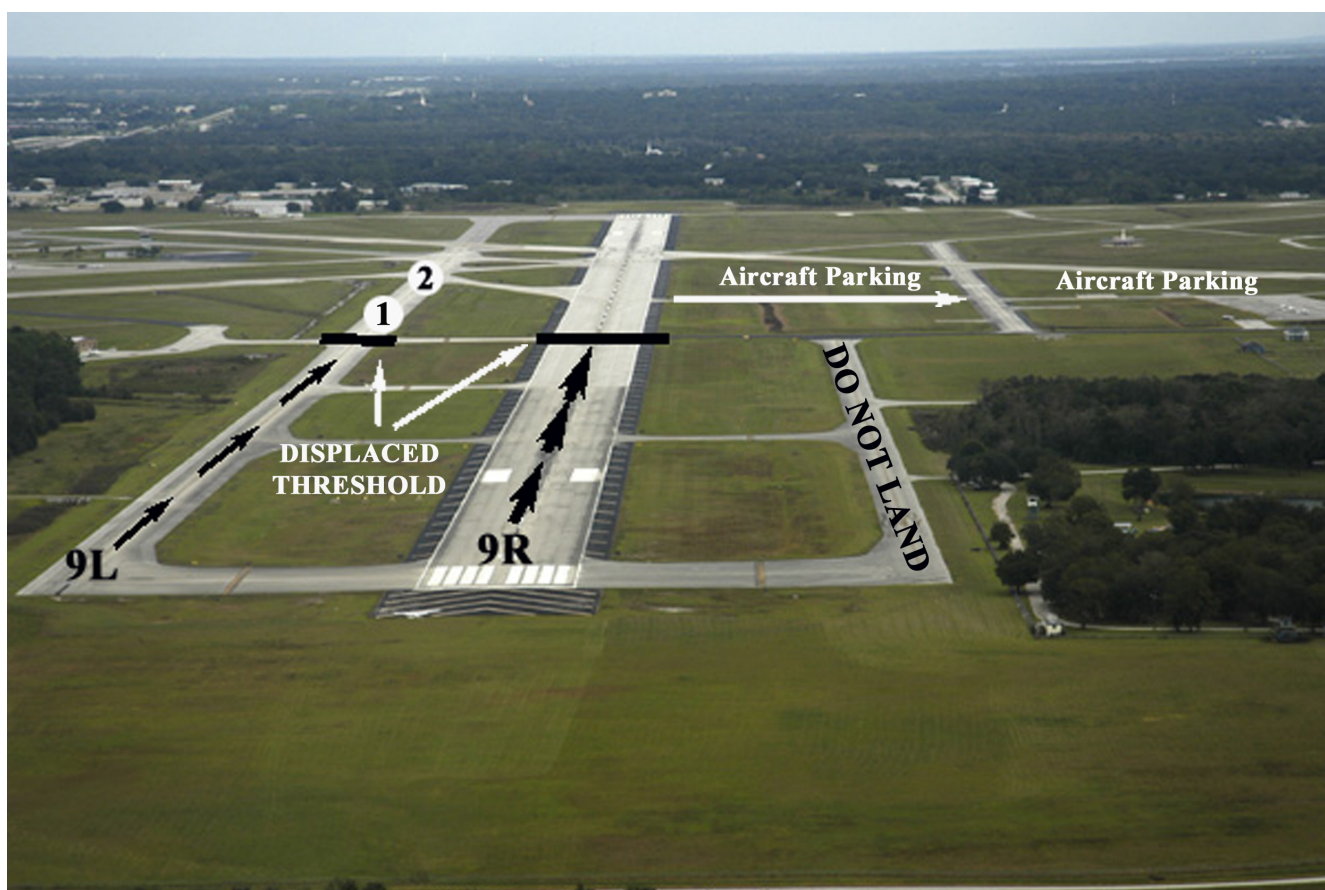
IMPORTANT: Runway 9L/27R is a narrow strip 75 feet wide, which is usually a taxiway.

LANDING

Runways 9L or 9R

DO NOT land on the main, wide, Runway 9R unless specifically instructed by the Control Tower.

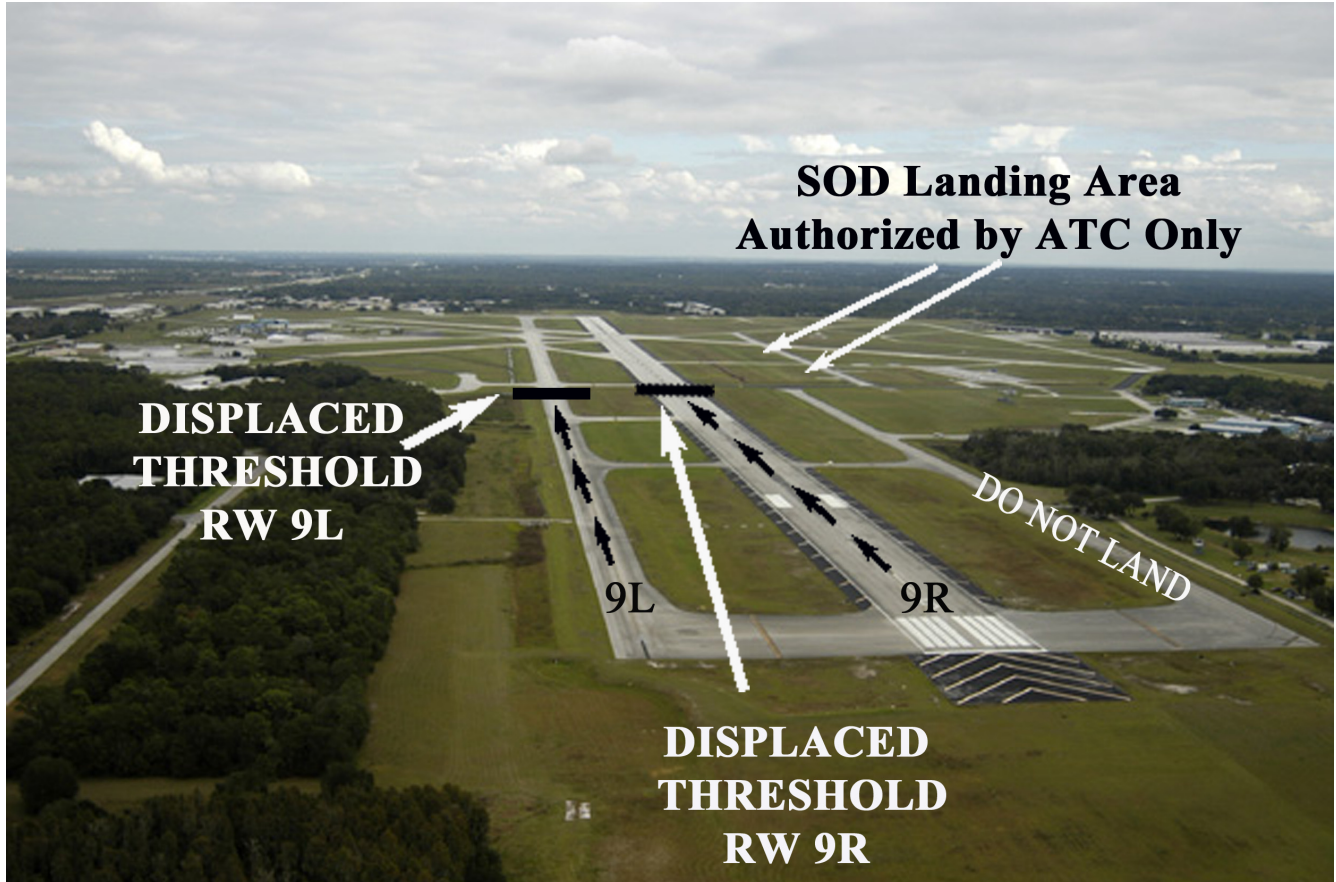
- ✈ Use caution for special events and fly-by aircraft using the main runway with opposite-direction base leg entries.
- ✈ All landing traffic must remain alert for possible wave-off, either by radio or hand signals from **red-shirted air traffic controllers** located near the approach end of the runway.
- ✈ Plan landing so as to clear the runway as soon as possible on a hard surface.



DISPLACED THRESHOLD

Runways 9L / 9R

Pay close attention to the location of the DISPLACED thresholds on Runways 9L and 9R. They will be identified by a flashing strobe and light bar located on each side of both runways.



NOTE: Aircraft landing on Runway 9L, turn off to the left.

LANDING

Runways 27L or 27R

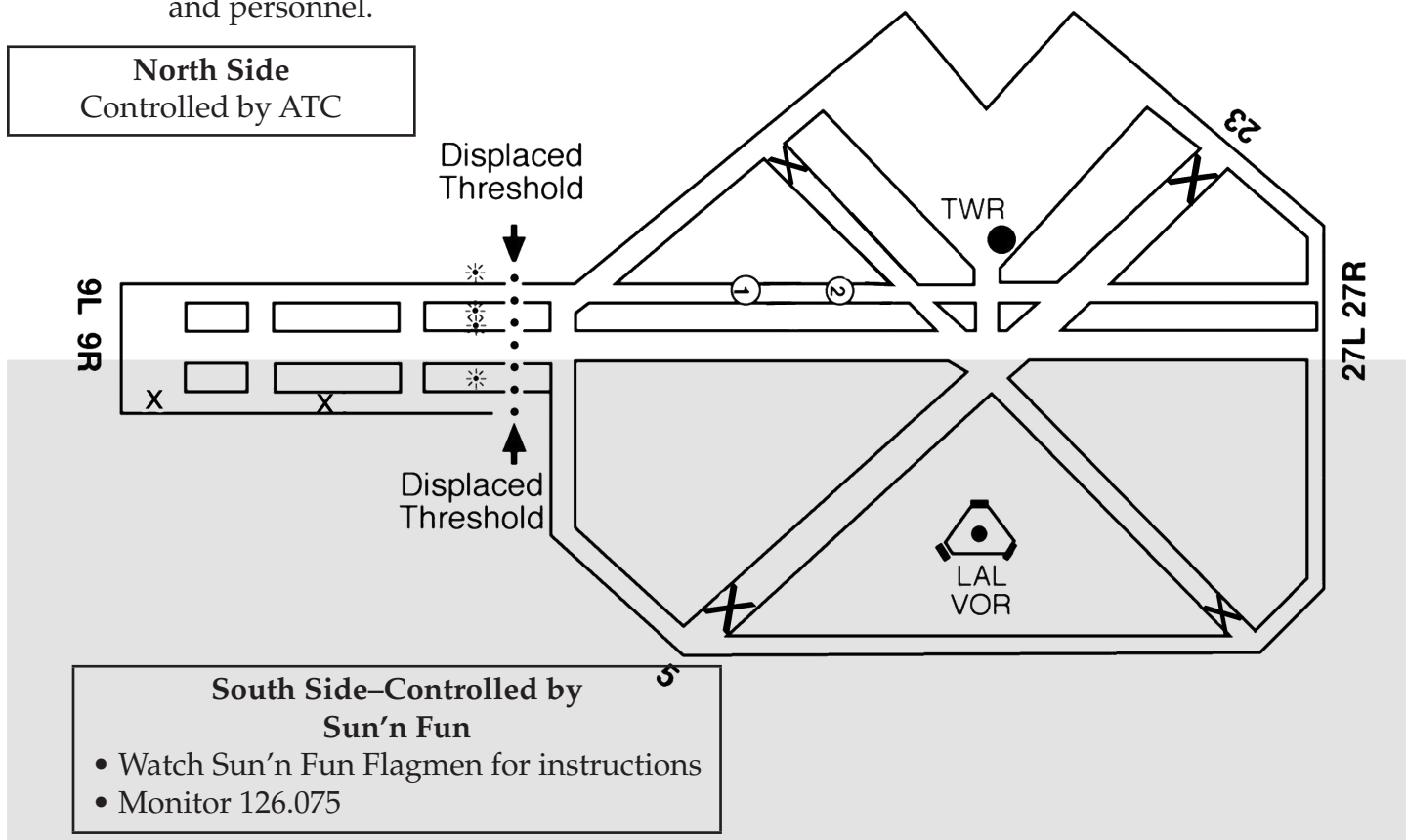


NOTE: Aircraft Landing 27R, roll to the end of the runway or follow air traffic controllers instructions.

AFTER TOUCHDOWN

CAUTION: Remain on hard surface at all times unless specifically directed by the tower or flagman to do otherwise.

- ✈ Expeditionary clearing of the runway is absolutely essential because of continuous arriving and departing aircraft behind you. **DO NOT STOP ON THE RUNWAY.**
- ✈ Exercise extreme caution when taxiing due to the high volume of aircraft, vehicles, and personnel.



South Side

- ✈ On the south side of 9R/27L, Sun 'n Fun ground personnel will direct you to the parking area. Flashing arrows are also used to indicate taxi route.
- ✈ 9R or 27L, Contact Sun 'n Fun Ground Advisory on 126.075 for additional parking information.
- ✈ Park only where directed by Sun 'n Fun personnel. Due to congestion, you may be asked to temporarily stop your aircraft.
- ✈ DO NOT leave your aircraft until you have reached your final parking spot and have tied your aircraft down.
- ✈ Select 121.5 prior to radio shutdown to detect inadvertent activation of ELT.

ABBREVIATIONS FOR PARKING SIGNS

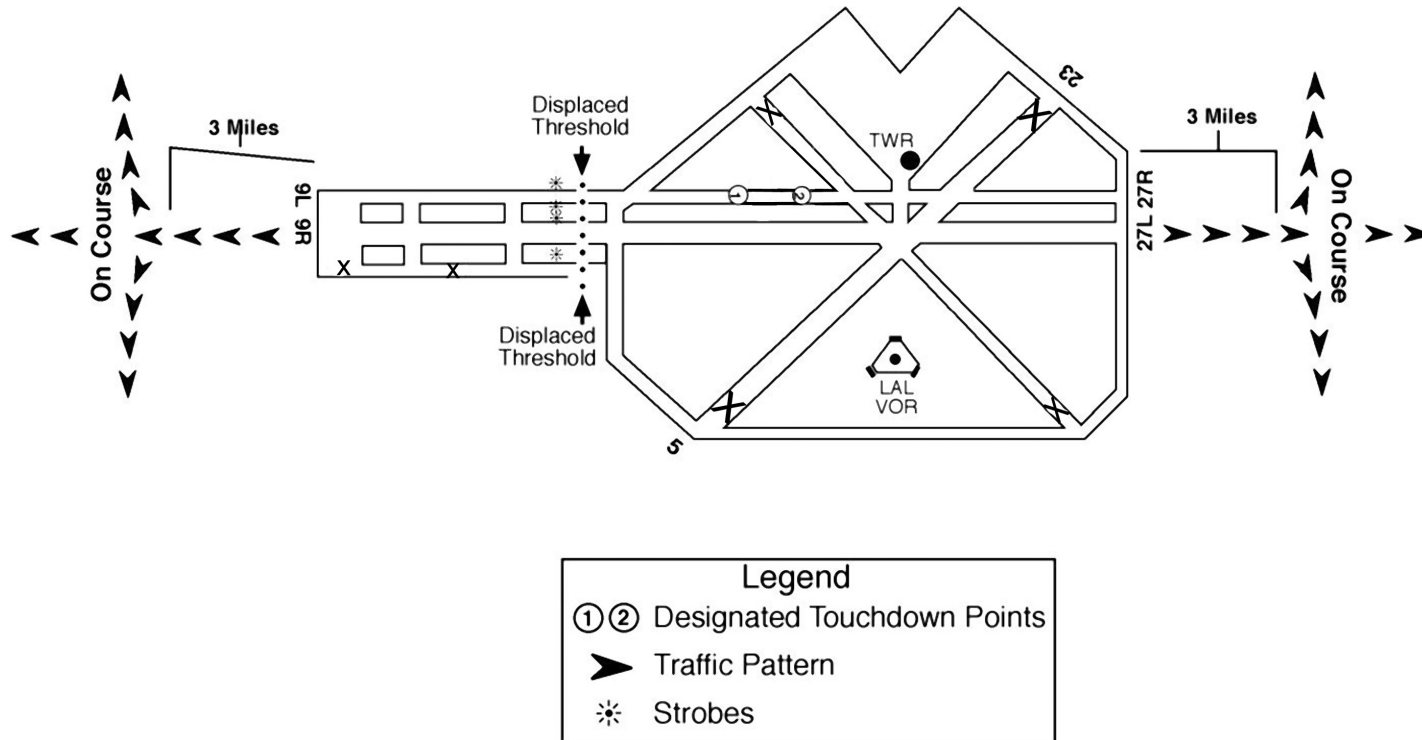
In order to assist the Sun 'n Fun parking crew in expeditiously directing you to parking, it will be very helpful for you to have a sign prepared before you arrive. The sign should be of a light color with large dark lettering that can be read from at least 50 feet. Please display this sign in the left side of your windshield.

Abbreviation	Meaning
GAC	General Aviation Camping Area
GAP	General Aviation Parking Area
HB	Homebuilt Parking Area
HBC	Homebuilt Camping Area
HC	Handicapped Parking
SP	Seaplane Parking Area
VAC	Vintage Aircraft Camping/Parking
ONC	Overnight Camping



Parking sign example.

LAKELAND LINDER REGIONAL AIRPORT VFR DEPARTURES



NOTE: If Lakeland Linder Regional Airport is IFR, taxiing for departure is prohibited for all except those with IFR clearance.

- ✈ Before taxiing, monitor Lakeland Departure ATIS on 118.025 MHz for taxi information and follow the flagman's directions and other traffic to the advertised active runway.
- ✈ Radio-equipped aircraft should monitor Ground Control on 121.4 MHz while taxiing, and contact the controller only if you need further information.
- ✈ Pay close attention to the red-shirted air traffic controllers at the runway for hand signals.
- ✈ After departure, proceed straight out for three (3) miles before proceeding on course.
- ✈ Important: Be very alert for numerous aircraft departing (particularly after 1700 local), and for arrival traffic from the north.
- ✈ Monitor 121.4 MHz, but do not call unless an emergency exists.
- ✈ All departures avoid the Lake Parker Arrival area, Lake Hancock, and Sky Diving activity at the South Lakeland Airport (Mulberry).

IMPORTANT: A waiver has been issued reducing arrival and departure separation standards for category 1 and 2 aircraft (primarily single-and light, twin-engine aircraft).

NO RADIO (NORDO) AIRCRAFT ARRIVAL PROCEDURE

All pilots flying an aircraft without a radio into lakeland shall follow the Sun 'n Fun- Lake Parker Arrival Procedures.

- ✈ When approaching Lake Parker, be alert for high volume aircraft inbound to Lakeland. Land **ONLY** on Runways 9L or 27R. Closely review the sections on:
 - VFR Arrival Procedures Lakeland Linder Regional Airport
 - Traffic Pattern
 - After Touchdown
- ✈ If a **red light** is observed from the control tower, no radio-equipped aircraft are to depart the traffic pattern by flying runway heading for five (5) miles, after leaving the LAL class D, re-enter over Lake Parker and follow the published arrival procedure.
- ✈ Be extremely alert for numerous aircraft operating in the vicinity of Lakeland.

NORDO AUTHORIZATION

If you are planning to arrive at Sun 'n Fun in an aircraft without a radio, fill in the information below then copy and mail the completed form to:

MICHAEL YUSKA
NORDO AUTHORIZATION
 Federal Aviation Administration
 Air Traffic Control Tower
 5515 W. Spruce St., Suite 100
 Tampa, FL 33607-1408

Pilot's Name

Date and Time of Arrival

Aircraft Identification

Aircraft Make and Model

Aircraft Color

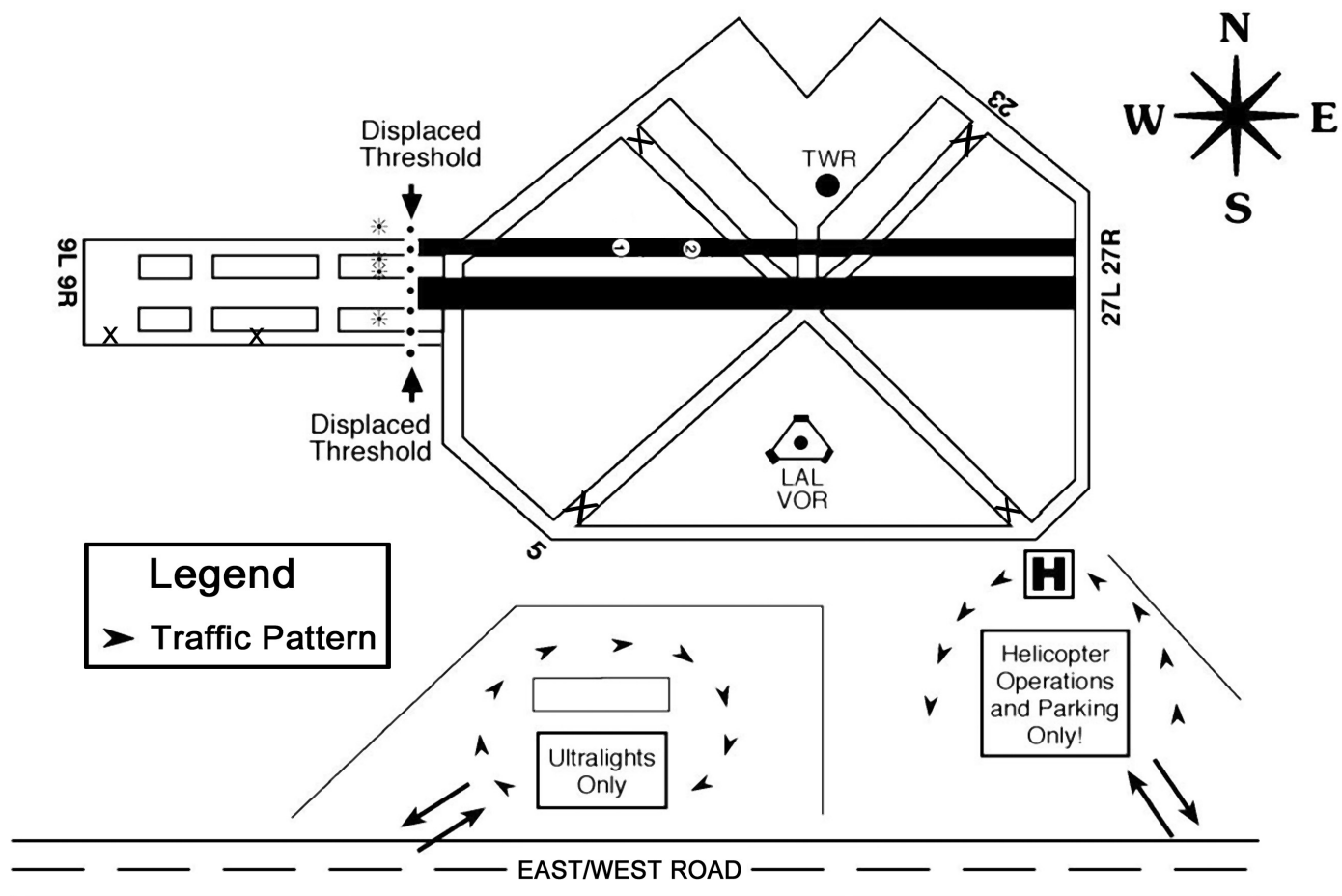
The receipt of the card will validate your authorization to operate without a radio from 0700 to 1345 and from 1730 to 1900 local, April 2 through April 10, 2006.

NORDO IS NOT AUTHORIZED FOR LOCAL FLIGHTS & FLIGHTS WHICH REQUIRE A BRIEFING

The card also indicates that you have read and understand all of the above procedures. Sign and date this "NO RADIO (NORDO) AIRCRAFT ARRIVAL PROCEDURE" and carry it with you while exercising this authorization.

This ATC authorization is valid at Lakeland Linder Regional Airport, Lakeland, Florida, beginning April 2, 2006 through April 10, 2006.

HELICOPTER AND ULTRALIGHT ARRIVALS AND DEPARTURES



HELICOPTER ARRIVALS AND DEPARTURES

- ✈ Arriving and departing helicopters shall enter and exit the area from the southeast, at or below 500 feet AGL, remaining east of the large airport buildings.
- ✈ Be alert for ultralight activity in the area shown on the Helicopter and Ultralight graphic, and for special fixed-wing aircraft activity in closed traffic south of the airport at and above 700 feet MSL.
- ✈ Monitor Lakeland Tower on 119.25 until crossing the east/west road on the south airport boundary; then contact Sun 'n Fun Helo Advisory on 123.025 for parking instructions.
- ✈ These procedures have been developed to minimize air taxiing over parked aircraft and in close proximity to people. They will also minimize the mixing of fixed-wing and rotorcraft operations.

ULTRALIGHT ARRIVALS AND DEPARTURES

- ✈ All arriving and departing ultralight vehicles shall enter and exit from the south-southwest of the Lakeland Linder Regional Airport and shall remain below 500 feet AGL, remaining west of the large airport buildings.
- ✈ Be alert for helicopters arriving and departing at the same altitudes just to the east of the area reserved for ultralight operations.
- ✈ Radio equipped arriving aircraft monitor 119.25 until north of the east/west road on the south airport boundary.

NORDO ultralight aircraft desiring to land at the ultralight grass strip prior to April 1, 2006, must pre-coordinate arrival information with the Lakeland Air Traffic Manager at (863) 648-3305.

WARBIRD SOUTH ARRIVALS

Only aircraft that will be on display in the Sun 'n Fun Warbird area shall use this procedure. Warbird aircraft using this procedure shall report to Lakeland Tower on frequency 119.25 MHz when ten (10) miles due south of the Lakeland Linder Regional Airport. This report should state Warbird south arrival, color and type aircraft, position.

Example: *"Lakeland Tower, Warbird south arrival, silver, Mustang, ten South"*

Aircraft are expected to approach the airport from the south for a mid-field, downwind leg entry to either Runway 9R or 27L, as instructed. Remain at or above 2,500 feet MSL until turning a wide base leg to at least a three (3) mile final.

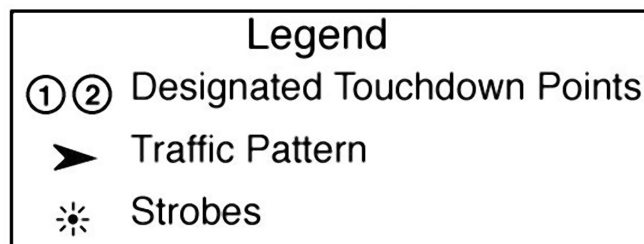
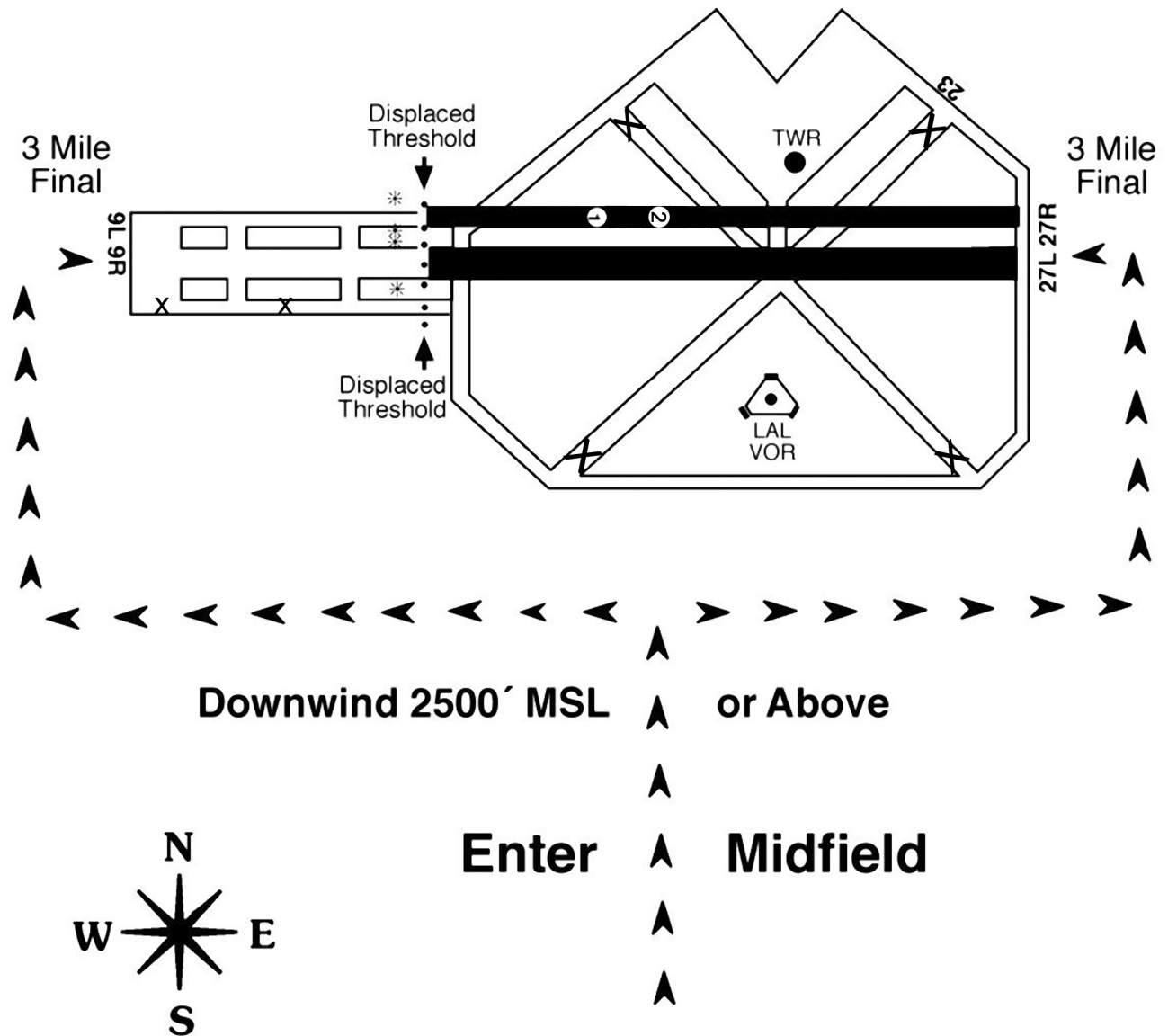
CAUTION: Runway 9R has a displaced threshold. If you require the full length, advise the tower. Numerous aircraft in the fly-by pattern, ultralights, and other operations up to 2,000 feet MSL south of Runway 9R/27L.

Expect a high volume of traffic entering the final approach for either 9L or 27R from opposite-direction base legs. Be alert for traffic entering final approach for landing out of the fly-by pattern or for grass-field operations to the south of Runway 9R/27L.

After exiting and south of Runway 9R or 27L, you may contact Sun 'n Fun Ground Advisory on 126.075 for additional parking information. Sun 'n Fun Warbird parking advisory is responsible for the Warbird Parking Area.

WARBIRD SOUTH ARRIVALS FOR WARBIRDS TO BE ON DISPLAY (ONLY)

(119.25)



IFR PROCEDURES

In anticipation of a large number of aircraft traveling to and from the Lakeland area for the Sun 'n Fun Fly-In, special air traffic procedures will be used to enhance safety and minimize air traffic delays.

IFR SPECIAL TRAFFIC MANAGEMENT PROGRAM

The Federal Aviation Administration Air Traffic Control System Command Center (ATCSCC), will utilize a Special Traffic Management Program (STMP) **effective daily:**

Monday, April 3 through Monday, April 10

0700-1859 EDT (1100-2259 UTC)

Slot reservations will be required for **all domestic, non-scheduled IFR arrivals and departures to/** from the following airports:

Airport	Identifier
Lakeland Linder Regional Airport	LAL
Plant City Municipal Airport	PCM
Bartow Municipal Airport	BOW
Lake Wales Municipal Airport	X07
Winter Haven Gilbert Airport	GIF

Slot reservations will be available beginning Thursday, March 30, 2006 at 0700 EST (1200 UTC) and **will NOT be assigned more than 72 hours in advance.**

HOW TO OBTAIN A SLOT RESERVATION

Pilots may obtain a slot reservation by using computer interface (e-STMP) or touch-tone telephone interface.

✈ **e-STMP:** computer access is available to users with an Internet connection and web browser. The Internet address is www.fly.faa.gov/estmp/index.html. A user guide is available on the web site.

✈ **Touch-tone telephone:** dial (800) 875-9755 and follow the prompts.

Pilots should be prepared to provide their destination/departure airport, estimated UTC time of arrival/departure, UTC date, call sign, and type aircraft.

Upon completion of a slot reservation, you will receive a preliminary reservation number. Between 24 and 8 hours prior to your arrival reservation time you are required to confirm your reservation and will receive a confirmation number. If your reservation is not confirmed at least 8 hours prior to your arrival reservation time it will be CANCELED and AUTOMATICALLY returned to the reservation system for reassignment. If the reservation is made within 24 hours of the arrival reservation received, it will be AUTOMATICALLY confirmed with a confirmation number.

Confirmation of reservations is REQUIRED and MUST be completed between 24 and 8 hours prior to your arrival reservation time. If the reservation is NOT confirmed at least 8 hours prior to the arrival reservation time it will be CANCELED and made available in the reservation system.

The confirmation number MUST be included in the remarks section of the flight plan.

Aircraft are expected to arrive within +/- 15 minutes of the assigned reservation time. If a reservation requires change or cancellation, please do so as early as possible in order to release the slot for another flight.

The reservation system will be available 24 hours a day. If you experience difficulty completing a slot reservation, you may contact the Air Traffic Control System Command Center (ATCSCC), Airport Reservation Office (ARO) at (703) 904-4452. **The ARO telephone number is for reservations only, not for information concerning the STMP.**

IFR TRAFFIC

Due to increased overflight traffic along the southeastern coast and ARTCC radar limitations, effective April 02 - April 10, 2006, southbound traffic filed over CHS via V1 should request 8,000' or above. Traffic filed V1 at 6,000' and below will be rerouted via V437.

Airfiles and changes of destination from airborne flights to LAL, OCM, BOW, X07, and GIF will not be accepted except in emergency situations.

Please be familiar with the Sun 'n Fun - Lake Parker Arrival and Departure Procedures (2006).

IFR ARRIVALS

Be prepared to discontinue your approach and to enter a VFR traffic pattern for landing sequence. When the ceiling and visibility at Lakeland is reported at or above 3,000 feet and five (5) miles, expect a vector to the vicinity of Lake Parker for a visual approach, following published Sun 'n Fun - Lake Parker Arrival Procedures. Be extremely alert for a high volume of traffic with a wide variance of performance characteristics operating in the vicinity of Lakeland. **Pilots retaining IFR clearance until landing must contact Tampa Approach on 120.65 after exiting the runway to cancel their IFR clearance.**

IFR DEPARTURES

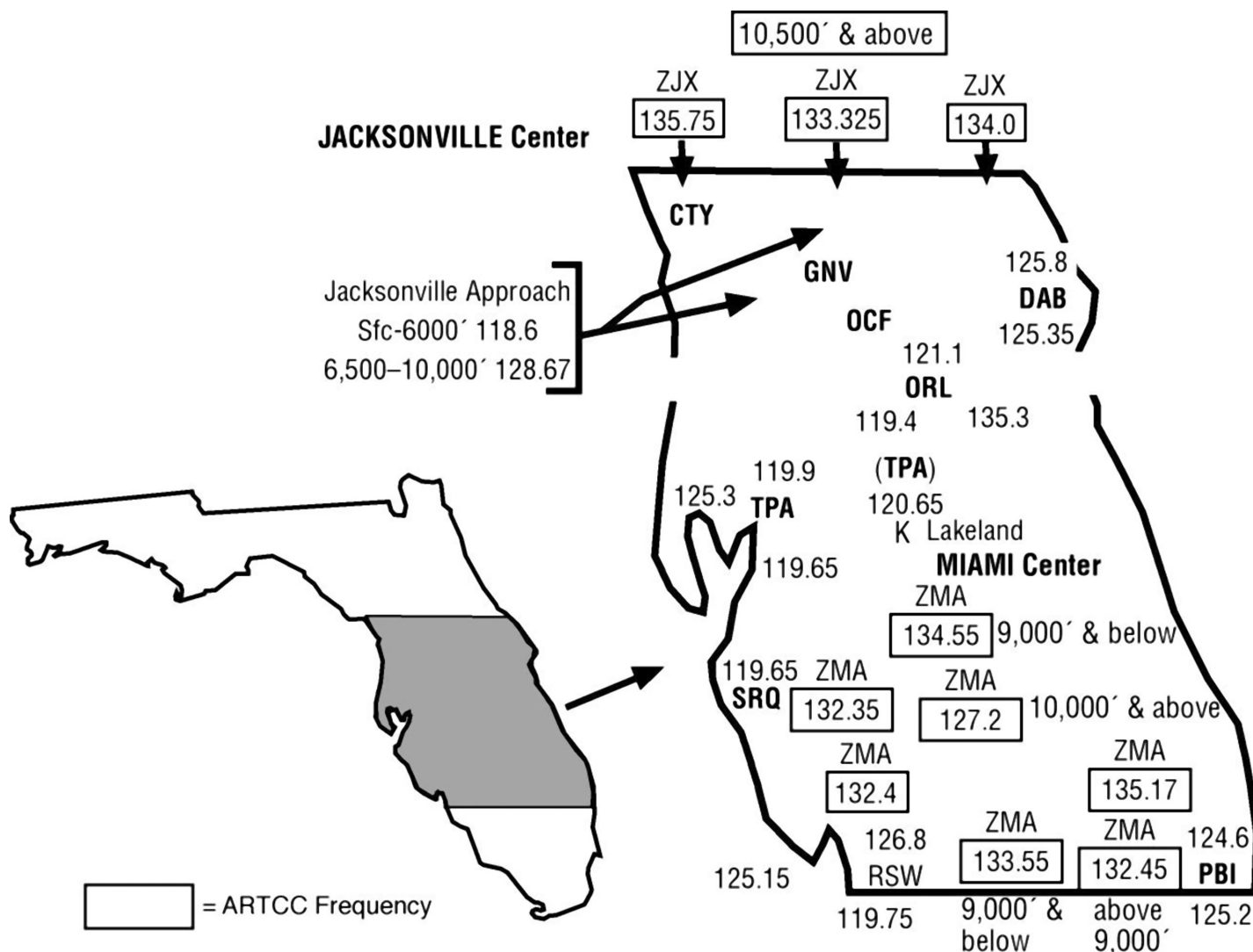
During STMP periods, Lakeland IFR departures will be instructed on the departure ATIS to contact Lakeland Ground on 127.1 or 121.4 at least twenty (20) minutes prior to assigned slot time.

File your flight plan at least four (4) hours prior to proposed departure time. IFR flight plans not activated will expire ninety (90) minutes after proposed departure time.

Contact Lakeland Ground Control on 121.4 for clearance. Do not taxi until en route clearance is received. If you have not received initial departure instructions prior to reaching the runway, attempt to taxi your aircraft to a position that will allow other VFR aircraft to pass for departure.

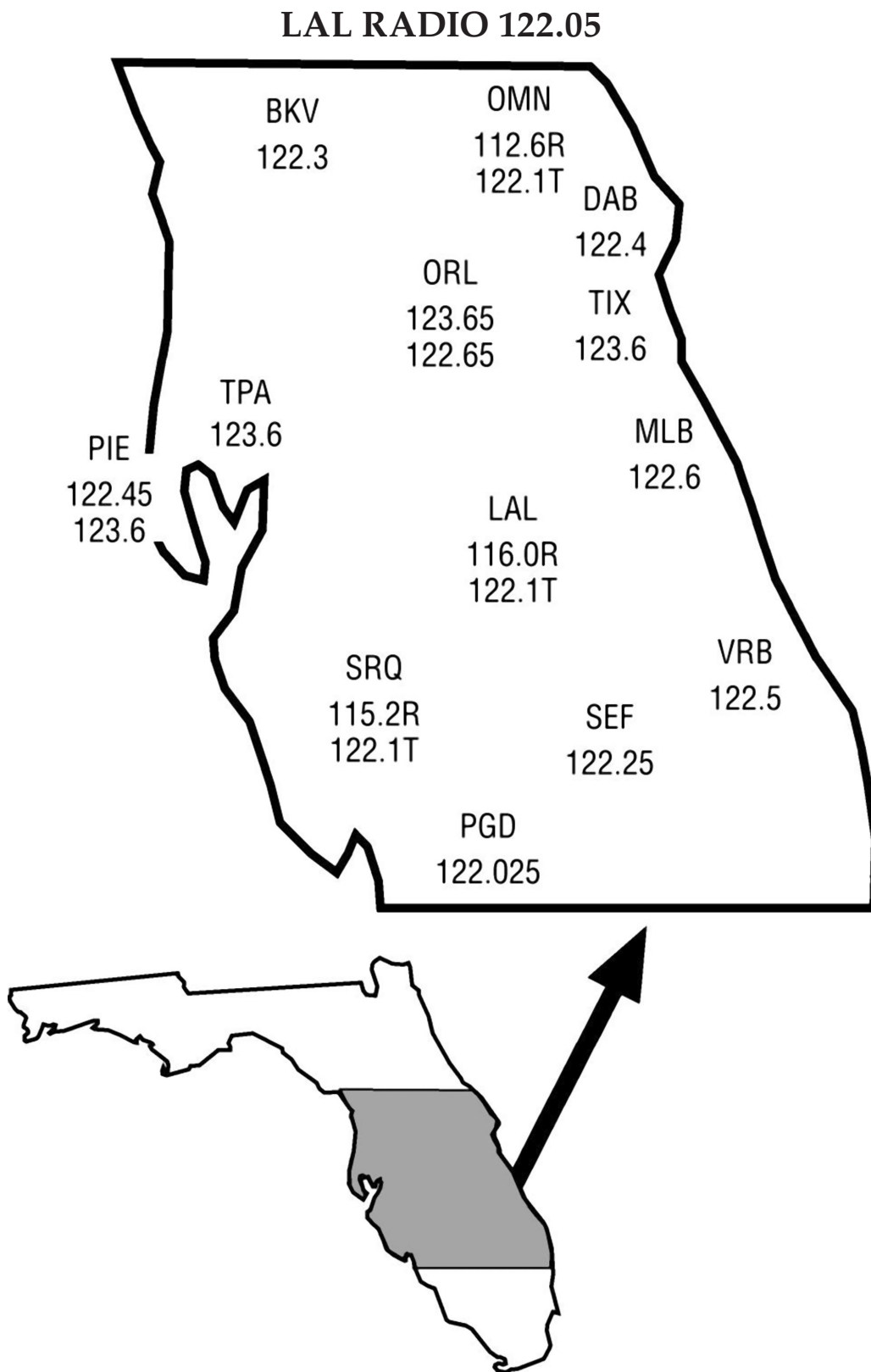
Do not accept the FAA flagman's instructions to enter the runway or take off unless you have received departure release from Ground Control.

CENTRAL FLORIDA APPROACH CONTROL/ARTCC FREQUENCIES



CAUTION: Obtain ATC clearance prior to entering Class B airspace. For airborne activation of previously filed IFR flight plans - Sun 'n Fun IFR reservation is required, (pages 28-29).

FLIGHT SERVICE STATION FREQUENCIES CENTRAL FLORIDA FSS FREQUENCIES



LAKELAND TEMPORARY FLIGHT SERVICE STATION (TFSS)

ST. PETERSBURG AUTOMATED FLIGHT SERVICE STATION (AFSS)

A temporary non-automated Flight Service Station will be located at the Lakeland Linder Airport in the FAA Safety Center building April 3 – April 10, 2006, 0600-1900 local, and April 11, 2006, 0600-1400 local. Face-to-face pilot briefings and flight planning services will be available during the Fly-in.

The St. Petersburg Automated Flight Service Station will provide complete flight services 24 hours a day. St. Petersburg AFSS can be contacted by dialing 1-800-992-7433 (1-800-WX-BRIEF) or by using the direct dial phone on the west end of the FAA Safety Center building

INBOUND VFR FLIGHT PLANS

Flight Plans:

- ✈ Pilots are requested to add an additional 30 minutes to their ETE to allow for unexpected delays.
- ✈ Pilots are requested to ensure the color of their aircraft is included in the remarks section of their VFR flight plans.
- ✈ Pilots are requested to close their flight plans while airborne. Due to the large number of aircraft, pilots may encounter up to a 30-minute delay in parking their aircraft.

Contacting St. Petersburg Radio:

- ✈ Pilots are asked to use the frequencies illustrated on the proceeding page.
- ✈ On initial call-up, advise St. Petersburg Radio of your full aircraft identification and which frequency you are using.
- ✈ When transmitting on 122.1 and listening to the VOR, remember to check that volume is up.
- ✈ Due to frequency congestion, airfiles and in-flight full route weather briefings are discouraged between 0600-1900 local.

Contacting Lakeland Radio:

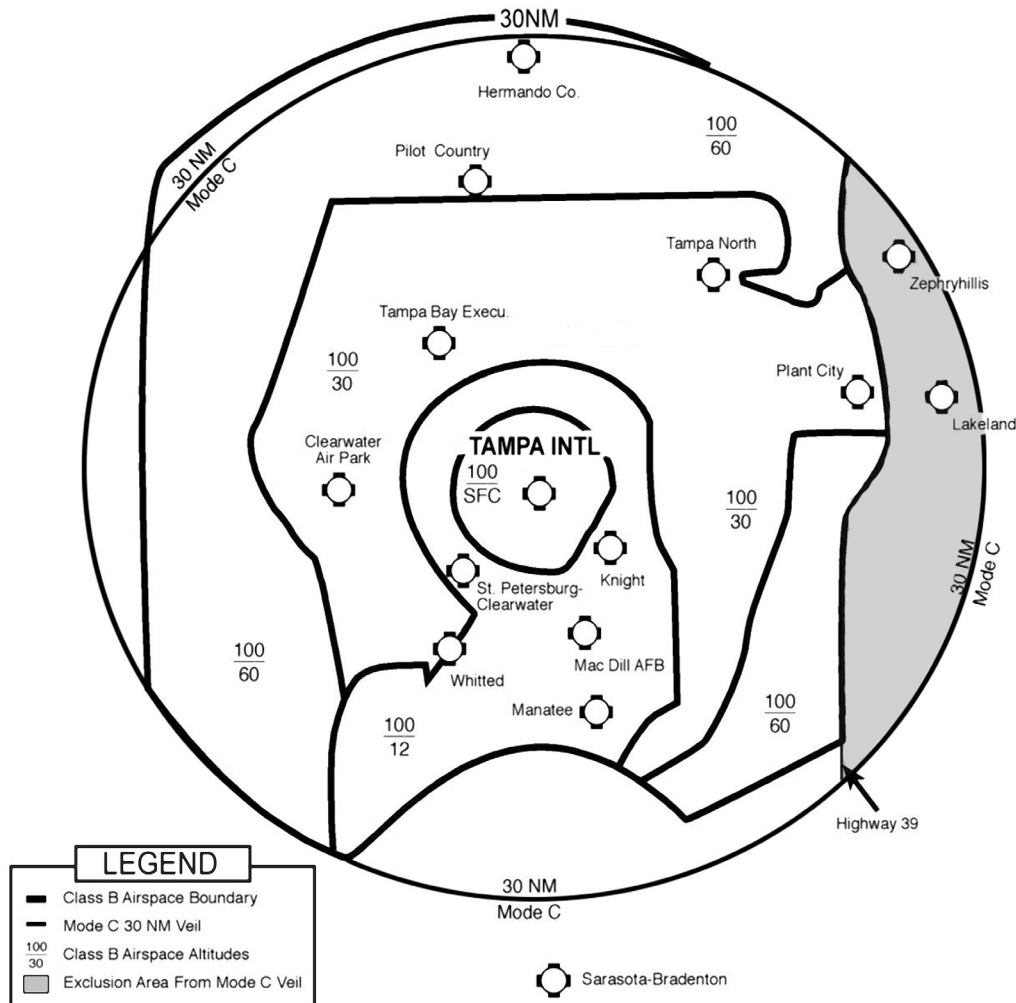
- ✈ During the Fly-In, 0600-1900 local, contact Lakeland Radio on 122.05 to activate and close VFR flight plans.

REMEMBER TO CLOSE YOUR VFR FLIGHT PLANS

REQUESTS TO DEVIATE FROM MODE C TRANSPONDER REQUIREMENT-TAMPA AREA MODE C TRANSPONDER REQUIREMENTS EXCLUSION

TAMPA CLASS B MODE C VEIL

(DO NOT USE FOR NAVIGATION - NOT TO SCALE)



Effective April 2 through April 14, 2006.

Operators of aircraft that are not equipped with Mode C transponders may operate within the Tampa Class B Mode C veil to attend the 2006 Sun 'n Fun Fly-In at Lakeland Linder Regional Airport along the following ATC-designated route:

- ✈ That airspace at and below 2,500 feet MSL east of Highway 39.
- ✈ Remain outside of the lateral boundary of the Tampa Class B airspace.

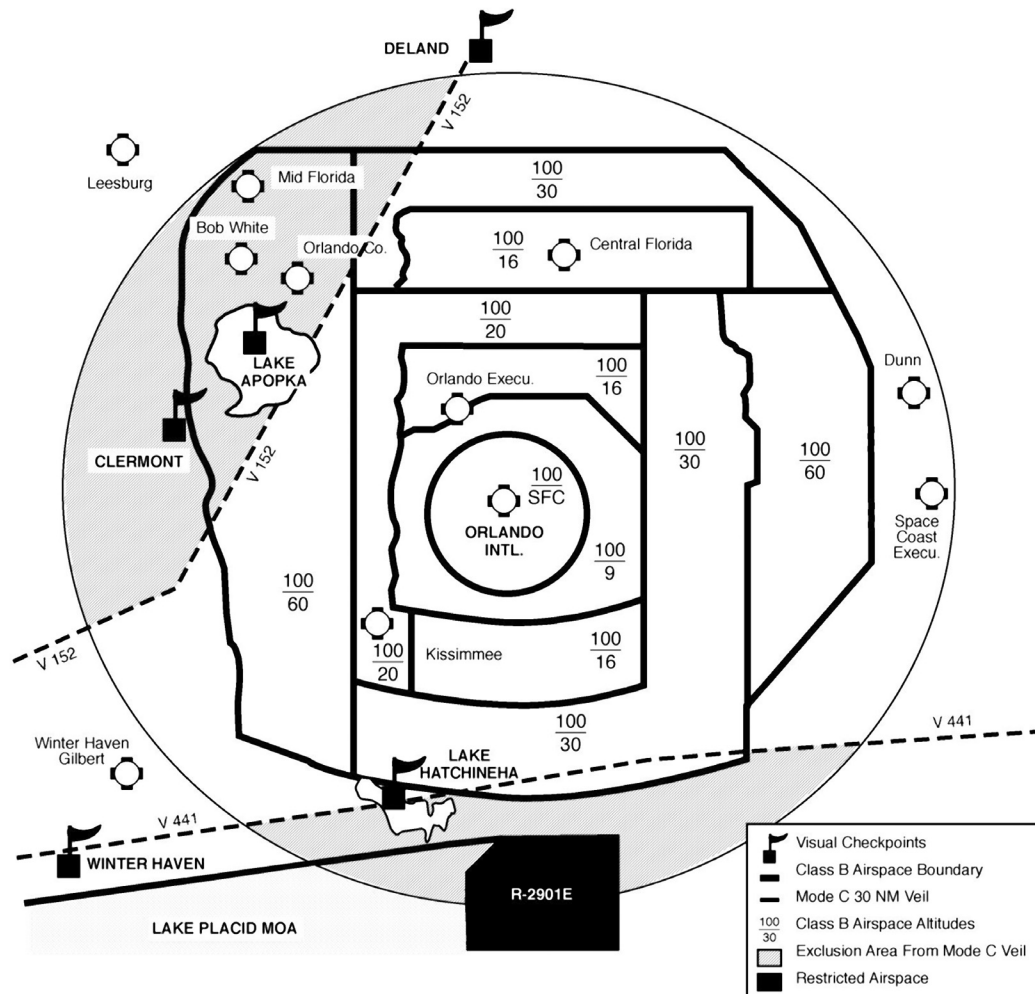
CAUTION: This notice does not constitute authorization to enter the Tampa Class B airspace.

NOTE- Aircraft must follow the Lakeland Linder Regional Airport arrival and departure procedures established for the 2006 Sun 'n Fun Fly-In.

REQUESTS TO DEVIATE FROM MODE C TRANSPONDER REQUIREMENT-ORLANDO AREA MODE C TRANSPONDER REQUIREMENTS EXCLUSION

ORLANDO CLASS B MODE C VEIL

(DO NOT USE FOR NAVIGATION - NOT TO SCALE)



Effective April 2 through April 14, 2006.

Operators of aircraft that are not equipped with Mode C transponders may operate within the Orlando Class B Mode C veil to attend the Sun 'n Fun Fly-In at Lakeland Linder Regional Airport along the following ATC-designated routes:

Northwest route:

That airspace at and below 2,500 feet MSL along a route that passes over the city of Deland, Lake Apopka, and the City of Clermont. Remain northwest of V152.

Southern route:

That airspace at or below 2,500 feet MSL south of V441 along a route over the center of Lake Hatchineha and east of the City of Winter Haven. Remain outside of the lateral boundaries of the Orlando Class B airspace and outside R-2901E.

EXCEPTIONS

Per Title 14 of the U.S. Code of Regulations (CFR) Section 91.215 (Federal Aviation Regulations), aircraft without electrical systems, balloons, and gliders are excluded from the Mode C transponder requirement when operating within the Orlando and Tampa Mode C veils. ATC authorizations are not required.

OTHER REQUESTS FOR AUTHORIZATIONS

Requests to operate along other than the northwest and southern routes specified above must be submitted to the Orlando ATCT in accordance with 14 CFR Section 91.215. Such requests will not be considered approved unless you receive an express written authorization signed by the Orlando ATCT Manager or designee.

Operations conducted in accordance with the procedures outlined in this notice must remain outside the Orlando Class B airspace unless otherwise authorized by Orlando ATCT.

PLANT CITY MUNICIPAL AIRPORT (PCM)

In response to increased air traffic at Plant City Municipal Airport (PCM) during the Lakeland Sun 'n Fun Fly-In, the following procedures will be used to enhance safety and minimize air traffic delays.

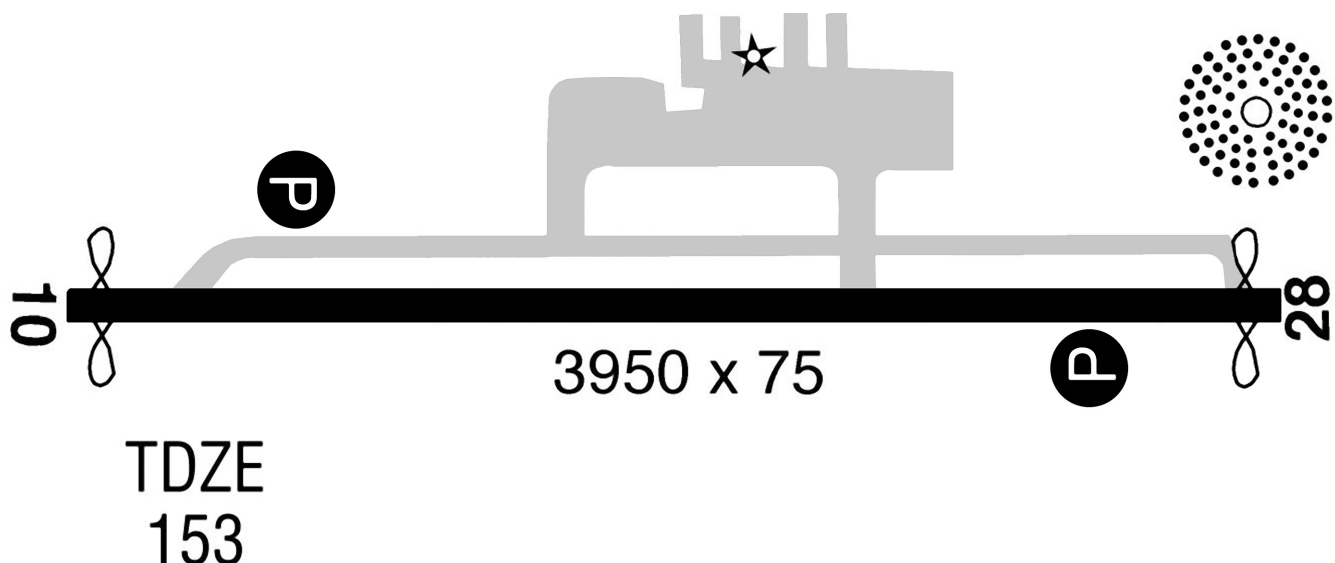
Plant City Tower will be in operation from 0800 to 1600 local daily April 3 through April 8, 2006.

Plant City Tower airspace will be in effect from the surface to 1,600 feet MSL, within a three (3) nautical-mile radius of the Plant City Municipal Airport.

FREQUENCIES	
Tower	127.6
UNICOM	123.0
CTAF (when Tower closed)	123.0

Traffic pattern will be left traffic for Runway 10 or Runway 28 unless otherwise advised by ATC. Plan to approach the airport from the north or south to avoid Tampa Class B airspace and Lakeland high-density traffic.

Unless otherwise advised by ATC, departures turn north or south one (1) mile after takeoff to avoid Tampa Class B airspace and Lakeland high-density traffic.



001105